UNITED STATES MARINE CORPS
Supply School
Marine Corps Combat Service Support Schools
Training Command
PSC 20041
Camp Lejeune, North Carolina 28542-0041

STUDENT OUTLINE

SUPPLY SUPPORT FOR COMBAT SERVICE SUPPORT ELEMENT

GSOC0602

GROUND SUPPLY OFFICER'S COURSE

M03C061

REVISED 2004/05/17

APPROVED BY_____ **DATE** _____

LEARNING OBJECTIVES.

a. TERMINAL LEARNING OBJECTIVES.

(1) Given a unit deployment with a Marine Air-Ground Task Force (MAGTF), operation order, local Standing Operating Procedures (SOP), and access to an automated system with applicable software, conduct supply support operations within a Combat Service Support Element (CSSE), per the references. (3002.05.03)

(2) Given a concept of operations, various logistic and supply capabilities within the theater of operations, command SOP, access to an automated system with applicable software, and the references, plan Combat Service Support operations in a joint/combined environment, per the references. (3002.25.02)

(3) Given pertinent assignment of stock control management within the SASSY/Supply Management Unit or Direct Support Stock Control Center, management files/records, access to an automated system with applicable software and internet connectivity, automated warehousing system, and the references, direct intermediate stock control operations, per the references. (3002.26.02)

(4) Given the assigment as a stock control officer within an intermediate supply activity, requirements for demand-supported items, insurance items, initial provisioning items, war reserve material, special requirement items, nonstandard items, and other approved operating stocks, a General Account Balance File, access to an automated system with applicable software and internet connectivity and the references, establish stock objectives, per the references. (3002.26.04)

(5) Given the appropriate balance file, adequate funding, usage data, unit requirements, access to an automated system with applicable software and internet connectivity, and the references, manage secondary depot level reparables, per the references. (3002.26.07)

b. ENABLING LEARNING OBJECTIVES.

(1) Without the aid of references, list in writing, the Combat Service Support (CSS) planning references that are commonly used to support exercises and deployments, per the reference(s). (3002.05.03a)

(2) Without the aid of references, list in writing, seven categories/areas that the unit's Supply Standing Operating Procedures should address while in garrison or deployed, per the reference(s). (3002.05.03b)

(3) Without the aid of references, list in writing, the components of the acronym METT-TS-L that is used as a tool during the Logistics Preparation of the Battlefield (LPB), per the reference(s). (3002.05.03i)

(4) Without the aid of references, describe in writing, the ten classes of supply, per the reference(s). (3002.05.03g)

(5) Without the aid of references, list in writing, two examples for each of the ten classes of supply**,** per the reference(s). (3002.05.03f)

(6) Without the aid of references, list in writing, two planning tools for each of the ten classes of supply requirements determination, per the reference(s). (3002.05.03h)

(7) Without the aid of references, describe in writing, the components of the Equipment Density Listing (EDL), per the reference(s). (3002.05.03m)

(8) Without the aid of references, identify in writing, the two types of Class IX blocks that will be built from the EDL, per the reference(s). (3002.05.03n)

(9) Without the aid of references, list in writing, three considerations that should be taken into account when using the Generator Package (GenPac) to build support blocks in support of the EDL, per the reference(s). (3002.26.04a)

(10) Without the aid of references, list in writing, two source data that is used to build the Secondary Reparable (SecRep) block in support of the EDL, per the reference(s). (3002.26.07a)

(11) Without the aid of references, list in writing, two major files that are affected upon the initial receipt of the repair parts as part of the Class IX block, per the reference(s). (3002.26.02a)

(12) Without the aid of references, define in writing, the Requisitioning Objective (RO), per the reference(s). (3002.26.04b)

(13) Without the aid of references, define in writing, the Reorder Point (ROP), per the reference(s). (3002.26.02c)

(14) Without the aid of references, list in writing, the three types of Requirement Codes, per the reference(s). (3002.26.02d)

(15) Without the aid of references, list in writing, the two fields on the Loaded Unit Balance File (LUBF)/Retail-A that a Requirement Code affects, per the reference(s). (3002.26.02g)

(16) Without the aid of references, select from a list, the primary report used for the management of the LUBF/Retail-A, per the reference(s). (3002.26.02b)

(17) Without the aid of reference, given a scenario and a list of choices, select the appropriate actions taken during the periodic RO/ROP review process, per the reference.(3002.26.04c)

(18) Without the aid of references and given a list of choices, match the corresponding Landing Force Supplies with the correct definitions, per the reference(s). (3002.05.03t)

(19) Without the aid of references, list in writing, four alternative Sources of Supply that should be considered during deployments that are external to the MAGTF, per the reference(s). (3002.25.02d)

(20) Without the aid of references, list in writing, the two supply replenishment systems, per the reference(s). (3002.05.03o)

(21) Without the aid of references and given a written description, select the appropriate supply replenishment system, per the reference(s). (3002.05.03p)

(22) Without the aid of references, list in writing, the two primary distribution methods, per the reference(s). (3002.05.03q)

(23) Without the aid of references and given written description(s), list in writing, the appropriate distribution method(s), per the reference(s). (3002.05.03r)

(24) Without the aid of references, given a list of choices, select the two resupply methods utilized in CSS operations, per the reference(s). (3002.05.03s)

(25) Without the aid of references, list in writng, the three types of Transportation Address Codes, per the refrences(s). (3002.05.03v)

(26) Without the aid of references and given a list of choices, match the corresponding Transportation Address Code with the correct definition, per the reference(s). (3002.05.03w)

BODY:

1. SO YOU WANT TO BE A CSSD / MSSG SUPPLY?.

a. What now ???

(1) Start with what you know.

(a) Start with the status of your "C" Stocks.
(b) Review the Certificate of Relief, and the 5-Year File.
(c) Review the current status of funds.

(2) Expand your search pattern to include a Wall-to-Wall Inventory.

(a) Include an inventory of your "A" stocks.
(b) Include the other classes of supply.

(3) Review SOP's

(a) MEU and MSSG SOPs
(b) Supply Detachment SOP

(4) Establish liaisons with:

(a) MEU Supply Officer
(b) BLT Supply Officer, ACE Logistics Officer
(c) Supply Management/ SASSY Management Unit i.e. SMU. The Materiel Operations Center sections (DSU, RIP, …)
(d) Other FSSG and Base support agencies

2. CSS PLANNING REFERENCES. **Refer to MCWP 4-11.7 / 4-6 pg. 9-2.**

a. TAM. Provides general and specific information on classes I, II, III, IV, VII, and IX. It also provides replacement factors needed to project anticipated losses.

b. T/E. Primarily concerned with class VII items and determining class III, V and IX supplies. The T/E identifies the potential population of end-items that consume bulk fuel, amount of weapons possessed by the unit, and the equipment that will require repair parts and secondary reparables, respectively.

c. T/O. Describes the logistic capabilities of the unit, and provides the personnel structure for the unit. It also assists in the determining the weapon densities.

d. MCO. MCO 8010.1 provides class V supply rates in combat operations.

e. MCBul. MCBul 3000 provides MCGERR/Pacing Items by Unit (T/O line numbers) and by TAMCN. MCBul 8011 provides class V training supply rates.

f. MCWP's. Provides a wide range of information pertaining to CSS operations. Provide guidance covering principles and concepts of supply and the organization, planning, and execution of supply support for a MAGTF in an expeditionary environment.

g. ANNEX D. This is the portion of the operation order that pertains to logistics. It provides all supported units with the procedures to follow for CSS operations.

h. MAGTF SOP. Each MAGTF will publish SOPs to help in the phases of deployment. All planning calendars will be different. This depends on the mission and forces being deployed.

i. Supply SOP. The supply section will develop an internal supply SOP. Each supported unit must be familiar with the procedures before deployment. The SOP will cover, but not be limited to, the following:

(1) Communication / connectivity procedures while in garrison and deployed that support supply sustainment.

(2) Financial guidance for the entire MAGTF / MSEs. This guidance includes the entire budget formulation - execution - closeout cycle for Planning Estimate (PE), Requisitional Authority (RA) and other pots of monies. Additionally, this guidance will specify "legal" request routes for supplies and services.

(3) Resupply procedures, to include open purchase items, self service items, resupply from ships, high priority items, and routine requisitions.

(a) Equipment Repair Order Shopping List (EROSL), supply requisition processing, and reconciliation procedures.

(b) Technical research procedures and requirements.

(c) SASSY/ATLASS file maintenance procedures.

(d) Transportation of resupply, to include sample "receipt of shipment" messages, tracer action procedures and sample tracer action messages with points of contact.

(4) Recurring report formats, inventory adjustment, validation, and requisition follow-up procedures.

(5) Reconciliation Procedures. These procedures include internal MSE procedures, MAGTF procedures, and required reconciliations with higher headquarters between maintenance and supply sections.

(6) Generator package management responsibilities, stockage levels / criteria, and receipt procedures.

(7) Repairable Issue Point (RIP), clothing block, class I block, CTEP, Consolidated Issue Facility (CIF) and self-service block management procedures.

3. REQUIREMENTS BY CLASSIFICATION.

a. General. For any given exercise or operation, combat power will begin at nearly zero, and then escalate over time. As this combat power increases, the supply support must stay in step with current operations in order to provide responsive, sustained support. Any delta between combat power and sustainment is either support excess that may be required at another time or place, or the delta could be shortfalls in the required support for our combat forces.

b. Logistics Preparation of the Battlefield (LPB). Synonymous with the intelligence community's Intelligence Preparation of the Battlespace (IPB), **refer to MCWP 4-11, pgs. 4-11 & 4-12**, LPB provides a "picture" of the battlefield, to include the support agencies within the supporting sustainment pipeline. This picture will take into account the Concept of Operations, and each CSS functional area. Each functional area has some involvement in supply support. The LPB will identify logistical resources, operational / sustainment requirements, and CSS capabilities and capacities.

c. METT-TS-L. This logistics intelligence uses METT-TS-L as a mechanism for this logistics intelligence gathering.

(1) M: Mission- See LOI, Op Order and Annex D.

(2) E: Enemy- The enemies capability to interrupt our CSS. The enemies logistics capabilities.

(3) T: Terrain- The location of suitable Main Supply Routes (MSRs), and possible CSS facilities in relation to the combat forces and the supporting agencies within the supply chain. Weather is also a major factor.

(4) T: Troops & Equipment- status (readiness) of the supported units, status (readiness) of the supporting CSS unit, and the preparedness of unit CSS / logistics personnel.

(5) TS: Time-Space- the distance and the related time between the combat forces and the supporting agencies within the supply chain.

(6) L: Logistics- refer to LPB.

* METT-TS-LC: includes the civilian component to exercises/operations [not testable]

* O: Observation & Fire

C: Cover & Concealment
O: Obstacles
K: Key Terrain
A: Avenues of Approach/Mobility Corridors

* Historical Data
  Modeling and simulation

d. Classes of Suppy. **Refer to MCWP 4-11 page 1-5, & Refer to MCWP 4-11.7 / 4-6, pgs. 1-2 to 1-3, 9-2 to 9-4, A-1 to A-2, .** The sustainment of a MAGTF requires the most detailed and longest forward planning possible. Supply has more tasks, concepts, terms, and documents than any other CSS functional area. Supplies are defined as all material and items used in the equipment support and maintenance of military forces. For planning, management, and administrative purposes supplies are divided into ten categories, which are known as classes of supply. These classes of supply are universal to all United States military services.

(1) Class I (Subsistence).

(2) Class II (Clothing and Individual Equipment).

(3) Class III (Petroleum, Oils, and Lubricants (POL)).

(4) Class IV (Construction Materials).

(5) Class V (Ammunition).

(6) Class VI (Personal Demand Items).

(7) Class VII (Major End Items).

(8) Class VIII (Medical / Dental Supplies).

(9) Class IX (Repair Parts).

(10) Class X (Nonmilitary Programs).

e. Relationships for Material Requirements. Another way to categorize our classes of supplies is by their relationships with the following areas:

(1) Personnel- Class I (Subsistence), Class VI (Personal Demand Items), Class VIII (Medical / Dental supplies), and to a certain degree Class II (Individual Issue) are associated to unit personnel (T/Os). Subsistence, clothing and medical supply requirements are initially based on personnel strengths. Personal demand items are normally an individual requirement, and unit strength numbers are used by Exchange personnel to calculate stores type items.

(2) Equipment- Class III (POL), Class V (Ammunition), VII (Major-end items) and Class IX (Repair parts), and to a certain degree Class II (Individual Issue) are associated to unit equipment lists (T/Es). The number of major-end items that consume POL are used to calculate both bulk and packaged oils and lubricants, ammunition types (DODICS) and quantities (rates) based on ordnance end items, major-end items define Class VII, repair part blocks support this equipment mix. Additionally, some equipment is designated as individual issue, per the TAM and T/O (e.g. M9 Pistol (E1250) and M16A2 Rifle (E1441)).

(3) Tasks- Class IV (Fortification and barrier material) make up this category. Based on the tasks to be performed for example by engineers (breaching & demolition operations, road or facility construction, and barrier & bunker construction) will determine unit Class IV requirements.

f. Class I. The T/O or Troop List is the initial planning tool to determine these requirements. The concept of operations, and the associated feed plan will help shape this requirement. The following items will normally be calculated within this class of supply, **refer to MCWP 4-11, pg. 5-37, MCWP 4-12, appendix A for the division of labor by class of supply for supply support, & MCRP4-11.8A "Food Services Reference":**

(1) "C" Rations. MREs are the most common form of this ration and used extensively during field evolutions. The following C rations also make up this family of food stuffs:

(a) Ration, Cold Weather (RCW)

(b) Multi-Faith Meals (MFM)

(c) Vegetarian Meals

(2) Meal module tray pack (MMPT) or Tray Rations. Also know as T-Rats, are basically meals by entrée, that are packed in a large flat can that resembles a large sardine can. Each of these cans are then heated by tray heaters allowing for a heated meal that resembles a meal cooked and served in the unit's field mess.

(3) "A" Rations. This category of rations is similar to the items that can procured at any grocery store. They include refrigerated and freezer goods (ex. Produce, meat, and milk & egg products). A rations are commonly used to augment C rations to provide variety and additional nutrition within the feed plan.

(4) Unitized "B" Rations (UBR). Composed mainly of canned or dehydrated nonperishable foods. B rations are commonly augmented by A rations, and are used together to replace a C-Ration meal within the feed plan. Preparations of this type of rations are normally conducted by the food service community. Substantial planning is required for the re-hydration (water requirements) of this ration, food service equipment and personnel, and kitchen facilities.

(5) Water. The T/O is initially used when calculating the amount of water necessary. The T/E is used to determine what equipment is available for the storage and distribution of water. Depending on location of the operation, the making of fresh water or the procurement of bottled water may be considered. Some additional factors should be considered:

(a) Cooking and cleaning requirements

(b) Personal hygiene and laundry

(c) Medical requirements

(d) Enemy Prisoners of War (EPW)

(e) NBC

g. Class II. The T/O and Troop Lists, T/E, and TAM are initially used to determine what organizational clothing and equipment may be required. The Concept of Operations and the commander's guidance will further focus this requirement

(1) Clothing Blocks. This block will be constructed, embarked, and maintained normally based on previous deployment usage data.

(a) Cash sales clothing block. This block usually includes high usage uniform items (camouflage utilities, and PT gear). The supply section will collect funds, order resupply, and perform record keeping functions as specified by the exchange officer.

(b) 782 Gear. This block normally consists of high usage 782 gear. Under the Central Issue Facility (CIF), the CSSE is responsible for temporary loan of this equipment. The MAGTF CE will then determine the appropriate distribution of this gear, if required. MAGTFs that do not operate under the CIF concept will normally recommend that the individual MSEs to embark small 782 gear blocks for immediate availability. The CSSE will then store and embark the remainder of the MAGTFs 782 gear block.

(2) Contingency & Training Equipment/Allowance Pool (CTEP/CTAP). The MSE supply sections may be required to construct, embark, and maintain necessary CTEP cold & hot weather items. These items are normally drawn to support training in very hot/desert and cold weather environments, and to support anticipated contingency missions. Cold weather packages are normally broken down into individual requirements (those items the individual Marines & Sailors will pack and store for themselves during the deployment) and organizational packages (those items that the MSE / MAGTF will store and embark in support of particular operations).

(3) DSSC Items. Administrative and cleaning supply requirements are projected using predeployment office and barracks usage data.

(4) Batteries. Communications and ordnance batteries are sometimes listed as Class II. Batteries should be listed as Class IX items.

(5) Bill of Material (BOM). The DSSC items listed above, and specific Class IV items are commonly listed as BOMs.

h. Class III. The T/E, Equipment Density Listing (EDL) and TAM provide initial planning considerations for fuel requirements based on equipment, type of fuel used, gallons per hour, and gallons per day. You must also consider the theater of operations and the tempo/concept of operations.

(1) The major-end items are included in multiple TAMCNs, and consume various types of bulk and packaged POL.

(2) Storage and distribution capabilities must be considered as opposed to the determined
requirements.

i. Class IV. The TAM provides initial data on individual construction equipment (e.g. barb wire, sandbags, and lumber). This is further modified by the theater of operation (e.g. urban, jungle, or desert). This requirement is then finalized after the tasks are considered that will use this class of supply.

Some these tasks include:

(1) Obstacle / Barrier plans

(2) Bunker plans

(3) Security and Rear Area Security (RAS) requirements

(4) Horizontal and vertical construction projects

j. Class V. Information and requirements can be found in MCO 8010.1 for combat expenditure rates. The MCBul 8011 provides training allowances. You must consider the theater of operations, the concept of operations, the equipment density list, and the T/O & troop list. Ammunition requirements are commonly broken down into the following categories:

(1) Ground Ammunitions- Class V (W)

(2) Aviation Munitions- Class V (A); normally determined by the aviation and naval communities.

(3) Security / Armory Requirements- usually a small requirement that must be considered.

(4) Non-Lethal & Anti-Terrorism munitions- these type of munitions have recently been introduced to the Marine Corps inventory as Force Protection (FP) measures.

k. Class VI. This class of supply is normally an individual requirement. Sundry packs provide Marines with exchange type items until an exchange is established.

l. Class VII. The T/E, and unit MAL & CMRs, with the addition of temporary loans of equipment and the Unit Equipment Report (UER) provide initial allowances for major-end items. The EDL ultimately consolidates all the major-end items for the MAGTF. The TAM will also provide Combat Active Replacement Figures (CARF) for a monthly basis.

m. Class VIII. The T/O and the resultant Troop List are the initial planning tools for medical supplies. The Concept of Operations and the geographic location and season will further define this requirement.

(1) Authorized Medical Allowance Listing (AMAL)- Multiple types of AMALs are available to support unit deployments. They come in consumable and as equipment blocks. They type and size of AMALs required for a deployment directly reflect the above stated planning considerations, to include the level of care (facilities and physician support).

(2) Authorized Dental Allowance Listing (ADAL)- Similar to AMALs in design, they support the Dental Officer's requirements while deployed. Small unit deployments normally keep the bulk of their ADAL requirements as CONUS standbys.

(3) BAS "Sick Call" Block- was once a stand alone AMAL. This block supports the unit's BAS day to day requirements for consumable medical supplies.

(4) Narcotics- not always considered as a separate medical block, these highly controlled medicinal substances are normally required in bulk, based on the geography / seasons, and the enemy's capabilities (e.g. NBC).

n. Class IX. The unit T/E > EDL establishes the starting point to establish the equipment that will require Class IX support. This EDL matched with historical usage data within SASSY, produces the Generator Package (GenPac). The GenPac is the computer's answer for Class IX requirements for each TAMCN sited within the EDL. After the MAGTF reviews the GenPac and has sited any additional sources of Class IX usage data, this consolidated Class IX requirement is submitted to the local SMU for the building of the Class IX Block. This class IX block is normally broken down into the following two categories:

(1) Repair Parts- consumable parts, batteries, communication wire, & tires

(2) Secondary Reparables (SecReps)- major components to end items that are repairable by appropriate maintenance technicians.

o. Class X. These supplies are not usually requirements for Marine Corps forces. If required, higher headquarters will assign the required levels. Though, not necessarily class X supplies, the following supply support blocks are included / identified:

(1) Humanitarian Action (HA) Block- items necessary to provide local relief to foreign country personnel.

(2) Wash Down Block- hoses and cleaning supplies that are required to clean the MAGTFs equipment and supplies in order to pass the agricultural inspection that allows the MAGTF to debark at its homeport.

(3) Improvement Projects- these supplies support possible church or school upgrade initiative abroad.

4. SUPPLY BLOCK FORMULATION.

a. Supply Block Information Flow Chart. During the predeployment phase, a class IX block is tailored to support the units in a MAGTF. This chart captures the general flow or process to determine and build a class IX block. It begins with the establishment of the EDL, the generation and then the review of the GenPac, and finally ends with the submission of these parts and SecReps by NSN when the CSSE "Drops the Block". There are two types of class IX blocks; Repair parts block and Secondary repairable block.

b. General. Again, the planning items for Class IX are the unit T/Es (If you are part of a MEU, the Unit Equipment Report (UER) must be included), and then the resultant EDL establishes the starting point to establish the equipment that will require Class IX support. Not every TAMCN within the MAGTF will be resident on this EDL. Normally, only MEU's have a standing UER. Other naming conventions may exist for temporary or semi-permanent MAGTF's. In any event, the EDL represents all the equipment in which you need to support with class III, V, some VIII, and ***especially IX***.

(1) Normally, only the equipment that consumes Class III (POL), Class V (Ammunition), and Class IX (Repair Parts/SecReps) is placed on the EDL.

(2) This block does not normally support supplies within kits, sets, chests, SL-3 or tools. The supported units are normally responsible for these items, and any requisition that may occur during the deployment will be passed by the CSSE to the next source of supply.

(3) The primary focus of this block should be the Marine Corps Ground Equipment Resource Report (MCGERR) equipment. This equipment directly affects the readiness of the MAGTF.

c. Unit Equipment Report (UER).

(1) At the MEU level, the Ground Combat Element (GCE) is centered around the Infantry Battalion. For this battalion to become a Battalion Landing Team (BLT), it is reinforced with platoon-sized elements from the separate parent battalions within the Marine Division, to include a battery from the Artillery Regiment/Battalion. These platoons / battery are identified separately via the UER. *[At the MEB level, the GCE is centered around the Regiment. Company- sized elements form the separate battalions within the Marine Division will reinforce the Regiment to form the Regimental Landing Team (RLT). A MEF already has its reinforced Marine Division as the MEF level GCE]*.

(2) As you will recall from your previous classes, the Infantry Battalion as a permanent organization, has a HQMC sanctioned T/E. This battalion T/E is broken down to the company level. This battalion T/E does not extend below the company level. The separate battalions and the artillery regiment that provide their respective platoons / battery do not have T/E that go past the company level either. The UER is the document that captures this platoon / battery level of information.

(a) The UER does not include the Infantry Battalions HQMC sanctioned T/E, only the equipment associated to these reinforcing platoons / battery. The summation of all the equipment of the Infantry Battalion proper plus the UER equipment equals the EDL (per the parameters provided above).

(b) Bottom line: INF BN T/E + BLT UER = BLT EDL

(c) This process is accurate for each of the MSEs of the MEU.

- The attachments to the Command Element (CE) are UER items that are added to the CE's T/E to form their respective portion of the EDL.

- The attachments to the Aviation Combat Element (ACE), are built around a CH-46 squadron that then form the composite squadron, or ACE. Only the supporting ground equipment for the ACE is included within this EDL. One marked difference is that all the related ground equipment, either with the CH-46 squadron or its attachments, are considered UER items, and are subsequently placed on the EDL.

- The MEU Service Support Group is comprised entirely from detachments from the functional battalions within the FSSG. Therefore, the MSSG as a whole, and each of the separate detachments do not have HQMC sanctioned T/Es. Therefore, all of the MSSGs equipment will appear on the UER and will then be included on the EDL.

d. Equipment Density Listing Consolidation. After each MSE of the MEU has had the opportunity to review and update their respective portion of the EDL (considering unit T/E and UER items, and associated missions) will normally submit their input to the MEU CE for consolidation.

(1) The MEU CE will verify each end-item on this list and consolidate the MSE EDLs into the MEU EDL.

(2) The EDL is sorted in TAMCN sequence from "A" TAMCNs to type III TAMCNs. It will include the end items nomenclature, and the totals for each item by MSE.

e. EDL Submission. The next step is to forward this completed EDL to the MSSG. The MSSG will then forward the EDL to the SMU for action.

(1) Two key fields within the EDL are the Identification Number (ID NO) associated to the TAMCNs, and the rollup total for each end-item within the MEU. These are the two primary fields that the SMU will use to produce the class IX repair parts and SecReps that will most likely be required during the deployment.

(2) This output that keys on the ID NO and the totals for each is called the Generator Package (GenPac). This is a computer recommended parts buy listing.

(a) This SASSY program taps into stored historical data for the MEF, normally 180 days back worth of usage for each of the EDL end items (by ID NO & totals), as its sample population.

(b) The SMU 's General Account captures this data a Requisitional Objectives (ROs). Within the GenPac programming itself, the NSNs produced must have an established RO with the General Account, and the produced quantity can be no more than 25% of the O/H quantity for that given NSN.

(3) Vice the total quantity for each end-item on the EDL, this output is sometimes simply scaled down to the size of the MAGTF. Usually the MEU will be calculated at 5% to 10% of the MEF, therefore, the NSN quantities produced by the GenPac will be decrease to 5% to 10% as it was calculated against the MEF usage.

(4) The GenPac will only include those NSNs that have Combat Essentiality Codes (CEC) of 5 and 6. These CEC codes are attached with the NSNs that are considered mission essential for the associated end item. In other words, if a particular widget breaks, then the entire end-item is then combat deadlined until the part is procured to repair the end-item.
Refer to UM-4400-124, pgs. 4-4-20 & 21.

(5) The last major factor that the GenPac includes is the number of Days of Supply (DOS) that the MAGTF is required to deploy with, and for a MEU it is 15 DOS.

f. Review of the GenPac. The MSSG will then pick up the GenPac from the SMU and distribute it to each MSE of the MEU for review.

(1) This SASSY GenPac is an example handout that is approximately 189 pages long.

(a) It is in ID NO sequence, and then within each ID NO, the NSNs are then in sequence. With each NSN is the associated requirement code, CEC, U/I, NSN nomenclature and additional General Account information (RO, O/H, Recurring Demands, Due-In & B/Os, Material Safety Levels and Average Monthly Requirement Demand Quantities. The last two fields provide unit and total (extended) price for each NSN.

(b) The "Buy Qty" is the recommended buy quantity that will support the deployment. This estimate should only be used as a starting point to develop and refine the class IX block.

(2) The ATLASS II+ GenPac is similar to the SASSY GenPac, but with less header information.

(a) It is in ID NO sequence, and then within each ID NO, the NSNs are then in sequence. It includes the U/I and the NSN's nomenclature. The last two fields provide unit and total (extended) price for each NSN.

(b) The "Buy Qty" is the recommended buy quantity that will support the deployment. This estimate should only be used as a starting point to develop and refine the class IX block.

(c) The ATLASS II+ GenPacs only parameters is the desired quantity of usage data in days, and the scalability (size) of the unit in relation to the MEF. The usage data is the MEF's usage data over that timeframe, so how big is the unit's EDL in relation to the MEF's. This percentage is usually 5% for a MEU sized MAGTF.

(3) Many of the parameters to the SASSY GenPac are actually constraints in many cases to build an accurate Class IX block to support the equipment within the MAGTF.

(a) The MEF usage data is not MEU specific. The FSSGs SMU establishes ROs based on the entire MEF's usage data. Usage data that was specific to the MEUs (e.g. AACs / RUCs) and their specific missions (e.g. amphibious, SOC & HA operations), and could automatically capture seasonal trends and changes to geographic locations.

(b) It has been proven on many occasions that the CEC codes attached to each NSN are not accurately applied. There are many NSNs that are coded 1 - 4 that are in fact mission essential (the widget breaks and the entire end-item is deadlined). There are many NSNs that are coded 5 or 6 that do not deadline their associated equipment. In other words,

NSNs that the MSSG may need in the block will not even appear in the GenPac as an option because they will be coded CEC 1 - 4. Or, the MSSG will have parts in the block, that appear to mission essential with their CEC codes of 5 or 6, that do not deadline their associated equipment, and are just taking up space in the block and extending the dollar value of the block.

(c) Safety CEC codes (3) and State & Local Laws CEC codes (4) are also required within the block. For example, headlights for a HMMWV are CEC 3 items. Yet when they burn out or break, the HMMWV is "safety deadline". Only under combat / real world operations should this vehicle be taken off deadline. However, because the headlights were CEC 3, the NSN was not included in the GenPac.

(d) The SASSY usage data can be suspect in itself. If the maintenance community does not run its Scrounge Transactions (SC) for parts obtained other than directly through the supply system, this usage data will be lost (DHAs). On the flip side, any time a requisitions is placed O/O, it establishes a "hit" in SASSY. However, if the unit cancels the requisition, the "hit" or usage data is not canceled. Thus the canceled NSN has an artificially high level of usage data.

(e) Scaling back the MEF usage data to approximate the size of a MEU and some of the calculations based on the 15 DOS causes rounding errors. Some of the MEUs critical NSNs that may not have built up quite enough usage data may be eliminated after rounding.

(f) Lastly, the GenPac is not user friendly. It is in ID NO sequence, and then within each ID NO, the NSNs are then in sequence. TAMCN's are much more readily recognized.

(4) Source Data Options for Repair Parts. The GenPac is the current, accepted medium to start the class IX review process. However, there are other options to obtain usage data through existing systems.

(a) This data within the High Priority Docs handout is an example of an alternate source usage data option through the system. This data is pulled out of MIMMS vice SASSY data. This MIMMS data is the maintenance community's "Data Warehouse". Maintenance technicians have historically submitted their requisitions using 4-Cards.

(b) This spreadsheet has captured high priority (02 / 03) 4-cards, that had one hit or more, and it includes any CEC. It incorporates only the AACs / RUCs within the MEUs 13 month deployment cycle for six deployment cycle for each MEU on the east coast.

(c) This approach produced approximately 1,600 NSN that were all high priority documents, submitted by the maintenance community during MEU specific deployments. Each NSN has the associated TAMCN, which is sorted in TAMCN sequence, forming a user-friendly document that can be readily distributed to commodity managers for the block review process.

[The associated GenPac only had approximately 300 NSNs that overlapped. In other words, the remaining 1,300 NSNs in the GenPac were not ordered as high priority!]

(5) Source Data Options for SecReps. Again the GenPac is the current, accepted medium to start the class IX review process. However, there are other options to obtain usage data through existing systems.

(a) This data within the MEU's SecRep Parts Block handout is an example of an alternate source usage data option. This data was consolidated by the RIP, 2d FSSG. The RIP reviewed its RIP Data Usage Report for what each MEU requested and deployed with. In comparison, this spreadsheet shows what was actually consumed or used. The final column provides the grand total used for all the 5 MEU deployments.

(b) The MEU and the RIP would then negotiate what would be an average, reasonably sized block to support the equipment mix.

(6) Source Data Options for the Battery Block. Again, the GenPac is the current, accepted medium to start the class IX review process. However, there are other options to obtain usage data through existing systems.

(a) Unit S-6 / Communications Officers and Armory OICs should provide detailed input for their battery block, include by type, prime and substitute NSNs, and the recommended quantities for each. In this case, their input will normally supercede the GenPac as the authority for the range and depth of batteries.

(b) Prior deployment consumption is an excellent means to "check & balance" the next deployments recommended figures.

(c) Unit Supply Officers should take special note of the Unit of Issue (U/I). Misinterpretations of quantity requirements commonly come from U/I mismatches.

g. MSE Input to the GenPac. Each MSE of the MEU will forward their input to the GenPac as directed by the MEU.

(1) Commanders must incorporate previous experiences and the expertise of their maintenance personnel into its development. Normally, the commodity managers for each of the MSE will annotate directly to the GenPac the desired quantities they would like to see in the block to support their equipment.

(2) If the LUBF / Retail "A" File is used during the review in conjunction with the GenPac, the LUBF will be annotated in a similar manner. Commodity managers will review the RO quantity vice the "Buy Qty" on this file.

(3) Level of maintenance to be performed by the organizational and CSSE maintenance elements.

(4) Insurance Packages are those NSN that do not appear within the GenPac (or the LUBF / Retail "A" if it is used), that the MSEs (commodity managers) desire to have in the class IX block. Either due to the shortfalls that exist with the GenPac that were previously addressed, or due to their particular level of experience and expertise, these additional parts and SecReps should be in the block.

(a) These insurance packages should include the NSN, the NSN's nomenclature, the U/I, the quantity requested, the end-item application, and any data that supports this request.

(b) These insurance packages should be forwarded by the MSE's as separate packages, repair parts and SecReps.

(c) All items that are not class IX supplies should be deleted (e.g. DSSC items, 782 Gear, and sets/chest/kits/SL-3/Tool items.

(d) Identify any potential excess quantities.

(e) Recommend the supporting SMU run a Tech & Research (T&R) program to verify the NSN's U/I, Unit Price (U/P) and nomenclature. This program should weed out the NSN's that do not exist on the Master Header Information File (MHIF), or have Requirement Code / Op Code restraints.

h. Establish the Requisitioning Objective (RO). An RO is the maximum quantity of materiel required to maintain O/H or O/O to sustain current operations. In other words, the RO for a particular NSN is the stockage objective that a unit desires for a certain number of days during an operation.

(1) It is common to receive conflicting data during the GenPac review process. Data in the GenPac may not match the request made from an MSE, or another MSE may have a completely different planning methodology.

(2) The key reference point is the population of end-items within the MEU and how they are spread loaded within the MEU.

(3) Another key piece of information is last years deployment data. Some of this data can help determine the requirements that are excessive or the requirements that are closer to reality.

(4) The MSSG Supply Section will commonly be forced to make their best estimate.

i. "Drop the Block". During this phase, the MSSG Supply Section has determined the RO quantities for each NSN after the consolidation of MSE input to the GenPac.

(1) The Document Identifier Code (DIC) transaction that is used to make initial NSN buys for the block is the B01 transaction. The compiled list of B01 transactions for each NSN and the RO buy quantities is referred to as the "B01 Dataset". Therefore, the B01 dataset represents all the new NSN's or increased quantities to the block that the MEU desires for their next deployment.

(2) The first part of the B01 dataset are those newly identified NSNs that do not appear on the LUBF. The next set of B01s are the NSNs that are currently resident on the LUBF that need to have their RO quantities increased to match the MEU's class IX block review. The last sets of B01s are the NSNs that were identified in the MSE's respective insurance packages. With the SMU 's approval, these NSNs can be attached as the final part of the B01 dataset.

(3) The resultant B01 dataset represents the range and depth of NSN's required for the next deployment, per the MEU's review of the class IX block. This compilation of NSNs will also result in duplicate NSN's that support other ID Nos for the same TAMCN, and in some cases, duplicate NSNs for differing TAMCN's. During these cases, the MSSG Supply Section will again have to make their best estimate for the final stockage objective (RO) for this population of NSNs. The next step involves the rollback of NSNs that are no longer required in the block.

(4) After the MEU's review of the class IX block, NSN's on the LUBF will no longer be required, or certain NSN's will be still be required, only the quantities need to be decreased. In both cases, the MSSG will coordinate the massive rollback of these NSNs with the SMU.

(a) The MSSG Supply Section is recommended to request the SMU to use a Class II program that will compare the completed B01 dataset to the LUBF, NSN for NSN. The result of this comparison will retain the B01s for new or increased quantities for the required NSNs, and then D7Ps for those NSNs or quantities that are no longer required.

(b) With this class II program, this would be an automated process, otherwise the MSSG Supply Section will keypunch hundreds of D7P, and re-keypunch D7Ps due to human error.

j. Other Block Considerations. Prior to dropping the block, the following areas should be considered:

(1) Size of the Block. What should be the range and depth of the block? How big is big? Or is the block to small to support my customers?

(a) The focus of the block should be on the major end-items that directly affect the unit's readiness. Status of the unit's MCGERR equipment directly corresponds to the unit's readiness. For a MEU, this readiness is reported to approximately 300 different headquarters, to include CMC. Therefore, the focus of parts should be those "Readiness Drivers" that can potentially take a given MCGERR end-item off deadline status.

(b) Ultimately, the range and depth of the block will be governed by the embarkation space allocated to the MSSG Supply Section. In almost all cases, the MSSG Supply Section will not have enough space to match the MEUs requested block. Again, the MSSG Supply Section will be forced to make "command decisions" concerning the ultimate size of the block.

(c) The CO's guidance, both MSSG and MEU, as well as the SMU 's guidance will also dictate the robustness of the block.

(d) The sustainment pipeline for the MEUs parts is critical for timely support. If the MEU deploys to area that will be difficult to reach, and/or the Order Ship Time (OST) increases substantially, the MEU will need to consider possible increasing the footprint to the block to ensure uninterrupted support during the deployment.

(2) In many cases, it may be prudent to build specialized blocks. Either as a measure of visibility or a means to micro-manage a given set of NSNs that support some specialized equipment, specialized mini-blocks are commonly segregated by location, but still remain on the unit's LUBF for accountability.

(a) Historically, boat parts have fallen into this category.

(b) Newly fielded equipment has been placed into this category. In many cases, newly fielded equipment does not have the built up usage and may need increased management.

(3) Each deployment has milestone dates that must be met.

(a) At E-90, 90 days prior to embarkation > deployment, the MEU and its MSE's are authorized to go to Force Activity Designator (F/AD) II. Therefore, every document on the DASF / DCF will upgrade priorities from 03 > 02, 06 > 05, & 13 > 12. This upgrade in priorities should decrease the associated OST for each requisition.

(b) Prior to E-day, the MSSG will be instructed to embark its block on ship. For the most part, the inclusion of any additional parts to this block can only be made on a case-by-case basis. After this date, most of the parts should be redirected in the sustainment pipeline, and reach the MEU while on station during the deployment.

(4) Other resources in the MAGTFs area of operation (i.e., joint or host nation support).

(5) After action reports of MAGTFs deployed to same region.

k. Receipt of Supplies: Repair Parts. Another critical junction when building the Class IX block is the actual receipting process for the hundreds to thousands of NSNs. Significant internal and external coordination will be required with the SMU. It normally takes days to properly receipt and store a block.

(1) In coordination with the DSU / Deployed Units, the MSSG will receipt for the parts and immediately place them on location. The MSSG will normally pick up their parts at DSU, or possibly at their RUC line at Storage. In either case, the MSSG will prearrange the location and merry up the containers (QuadCons, PalCons, 50 cube boxes) to store the parts.

(a) The MSSG must verify each manifest / MRO for accuracy, verify the receipt mats match the gear, and ensure that these items are in condition code "A".

(b) Upon receipt of the parts, a suitable location should be identified. Location consolidation and the size and/or anticipated usage of the parts should dictate the NSNs ultimate location. [If a barcode / RF system is available, this system will greatly enhance the receipt process, scanning in the document number (NSN), and then the location input placed simultaneously for each receipt.]

(2) Back at the MSSG, the two files that should be reviewed are the DASF and the LUBF to ensure that the parts were properly receipted for. The MSSG should ensure each record was closed on the DASF for each receipt, and that the LUBF / Retail "A" was update (O/H) accordingly. Spot checks of inventories should be accomplished to this end.

(3) Additionally, it is strongly recommended that the MSSG maintain both the automated locator deck, as well as manual deck. Computer systems are known to "crash" and a manual system would facilitate immediate recovery and uninterrupted support to the customers.

l. Drop the Block for SecReps. As with repair parts, the submission of requirements (ROs) and the receipt of SecReps have similar functionalities. The notable difference surrounds WHO conducts the actual keypunching against the SecRep LUBF. An additional difference is that MSSG's with the 1st FSSG & 3d FSSG retain the SecRep block after their deployment, while MSSG's with the 2d FSSG rollback the block to the RIP.

(1) The MSSG's SecRep block is placed on a "Sub-Float" LUBF. This LUBF is a portion of the RIP's main float LUBF. Generally, the RIP will retain the functions surrounding requisitions for the MSSG's sub-float, and the RIP will then retain rollback / returns functions as well. In essence, the MSSG's sub-float has the same relationship with the RIP's main float, as the CMR has to the MAL. The MSSG signs for the block, but the MSSG has to coordinate any movement or B/O of assets through the RIP. The RIP will make the final decisions as to these dispositions, and then the RIP will conduct the appropriate keypunching that will affect the MSSG's sub-float, and possibly the RIPs main float.

(2) As with the receipt of repair parts, similar actions take place receipting for SecReps. Each MRO / manifest should be validated against the actual SecRep(s). After signing for the

SecReps, the MSSG Supply Section should retain at least one copy of the MRO / manifest, while the original would be retained by the RIP for keypunch / documentation purposes.

(3) Due to the size of SecReps, select items will be placed in medium storage, and the remainder of the SecReps will have to be transported to the MSSG warehouse for bulk storage.

(4) The RIP will induct Z2M transactions to move assets from the Main Float to MSSG's sub-Float. When required, the RIP will induct Z2M transactions to move assets from the MSSG's sub-Float back to the Main Float. The B01 / D7P methodology used for repair parts that needed to be moved into and out of the block can be used with the SecRep block via Z2Ms.

(5) Once the bulk of the assets have been moved to the MSSG's sub-Float, the MSSG Supply Officer will then sign for the block, and will be held accountable for the sub-Float (similar to a CMR).

5. SUPPLY BLOCK MANAGEMENT.

a. Requisitioning Objective (RO) and Reorder Point (ROP) Calculations.
Refer to UM 4400-124, pgs. 4-4-137 to 4-4-140, MCWP 4-11, pg. 3-6, MCWP 4-11.7 / 4-6, pgs. 7-1 & 7-2.

(1) RO Defined- Is the maximum quantities of materiel required to maintain O/H or O/O to sustain current operations. In other words, the RO for a particular NSN is the stockage objective that a unit desires for a certain number of days during an operation. For an MSSG, the stockage objective should be support 15 days of operations or 15 DOS. The MSSG should have O/H or O/O 15 DOS for any particular widget (NSN). *[Remember: an MSSG will deploy for 6 months. However, the MSSG is expected to deploy with 15 DOS of Class IX supplies. The sustainment pipeline will facilitate the O/O portion of the RO definition (O/H or O/O)!]*

(a) RO = O/H + O/O [Max desired quantity per NSN]

(b) RO = Operating Level (OL) + Safety Level (S/L) + Lead Time Qty (OST)
OL + S/L + OST

(2) ROP Defined- Is the point when replenishment of stocks must be initiated in order to ensure that replenishment shipments of stocks arrives before the remaining stock is depleted. In other words, the ROP for a particular NSN is the "magic number" that turns on a buy up to the RO that ensures this net buy quantity is received before the remainder of the stocks are depleted. For fast moving NSNs (those NSNs that have high usage), this cycle will repeat itself many times throughout the deployment.

(a) ROP = Safety Level (S/L) + Lead-Time Qty (OST)
= S/L + OST

(b) RO & ROP Combined. RO = OL + (S/L + OST)
= OL + ROP

b. OST directly affects O/H and O/O stocks. The longer the time between when a NSN is placed O/O and that NSN is received (OST) the greater the O/H or (RO) stocks may be. If the OST increases, and the RO & ROP are not adjusted accordingly, stock outs for that NSN will occur.

c. Requirement Code Management.

(1) Requirement Codes are found on the LUBF / Retail "A" File and are used to manage RO & ROPs (stockage objectives). This 4-digit alphanumeric code is defined as follows:

(a) 1st Digit:

- Fixed Levels: RO & ROP are defined by the unit

- Defined Levels: OL & ROP are expressed in DOS

- Variable Levels: ROP is based on actual OST

(b) 2d – 4th Digits: **Refer to pages 4-4-138 & 139 of UM 4400-124**.

(2) Fixed Requirement Codes. When the 1st digit of the requirement code is a "1", the requirement code is then becomes a "fixed" requirement code. A "fixed" requirement code is used when you need to fix the RO & ROP a particular stockage objective that the MAGTF has calculated. Actual OST will not be used. For example:

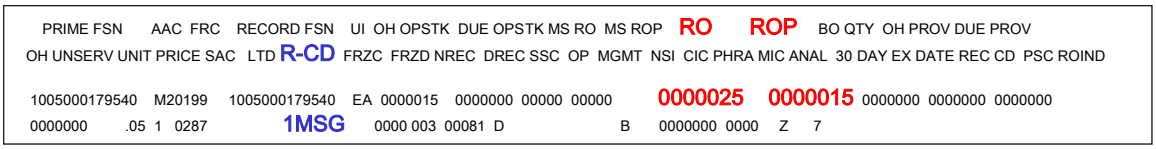
(a) If the requirement code is 1000, then:

1: Fixed Requirement Code (RO & ROP are set, OST is not used)
0: Local Control (any alphanumeric can be used)
0: Local Control
0: Local Control

(b) If the requirement code is 1MSG, then:

1: Fixed Requirement Code
M: Set by the MSSG (does not affect RO or ROP calculations)
S: Same as above
G: Same as above

(c) Example:



d. LUBF / Retail "A" File Management.

(1) A key document that is used to manage the LUBF / Retail "A" file is the Balance Analysis Report. This report provides the overall status of the LUBF. From a CSSE perspective, this report gives a "snap shot picture" of the class IX block. It provides, by SAC, status on NSNs and their associated dollar values. The following areas addressed in this report are essential elements concerning the management of the class IX block:

(a) Number of NSNs with RO & ROPs

(b) Number of NSNs that are O/H AA (purpose code A, condition code A)

- O/H AA with an RO

- O/H AA less than, equal to, & greater than RO

(c) Status of Dues and B/O

(2) This document also indicates records that should be on the CSSEs DASF / DCF per the number of dues and B/Os identified on the balance analysis report.

(3) SAC 1 Review. In most cases, the bulk of the Class IX block should appear on the SAC 1 portion of the Balance Analysis Report. The categories addressed above are most of the key indicators as to the status of the class IX block. There are many other important categories will also assist the CSSE Supply Section to hone the block. The following example is provided:

- The delta between the NSNs with RO & ROPs = 1 NSN
  Subtract the number of NSNs with RO from those with ROPs
  [RO & ROPs should be equal]

- The delta between the NSNs that are O/H AA and RO = 702 NSNs
  Subtract the number of NSNs with RO from those that are O/H AA
  [RO & O/H AA should be equal]

- The associated delta for NSNs that are O/H AA and have an RO
  = 1074 NSN O/H without an RO
  Subtract the number of NSNs with RO & O/H AA from those that are O/H AA
  [O/H AA should equal RO]

- The number of NSNs O/H less than (<) RO = 865 NSNs
  [The CSSE should requisition shortages; assuming the RO have been established

properly]

- The number of NSNs O/H that equal (=) RO = 1,398 NSNs
  [Good to Go; assuming the RO have been established properly]

- The number of NSNs O/H greater than (>) RO = 419 NSN
  [Dispose Excesses; assuming the RO have been established properly]

- Dues = 196
  [Requisitioned shortages, customer requirements, see B/O]

- B/Os = 165
  [customer requirements, see Dues]

- NSNs w/ RO = $1,170,000+, while NSNs O/H = $1,424,000+

(4) SAC 2 Review. Generally, there should not be any assets accounted for (resident) on the SAC 2 portion of the Balance Analysis Report. The categories addressed above are most of the key indicators as to the status of the class IX block. The following example is provided:

- Each of these categories is ZERO filled. Therefore, we do not have any indicators that we have improperly accounted for any stocks on the LUBF / Retail "A". Additional research in this category is not required.

(5) SAC 3 Review. Generally, there should not be any assets accounted for (resident) on the SAC 3 portion of the Balance Analysis Report. The categories addressed above are most of the key indicators as to the status of the class IX block. The following example is provided:

- The number of NSNs O/H AA is 9, & the number of NSNs O/H AA over RO is 9.
  - The dollar values for both are equivalent, therefore we can assume the end-items on this report are the same NSNs.
  - *Other than transient equipment (to and from PC A < > PC C), this portion of the report should have fields of ZERO.*
- The number NSNs with dues and the number with B/O's is the same, however the associated dollar value for each category differs?

(6) LUBF / Retail Review. The next step in the management process is to visually site the problem records on the LUBF. This LUBF record is one of the sited 419 NSNs O/H AA that are greater than RO. The *5 excess items (O/H OpsStk greater than RO) should be rolled back as excess to the SMU.*

* This LUBF record is one of the sited 865 NSNs have an O/H AA less than RO. *The CSSE should order 13 additional items for this NSN (RO – O/H = 13).*

* This second LUBF record is one of the sited 865 NSNs have an O/H AA less than RO.

The CSSE should order 300 additional items for this NSN (RO – O/H = 300).

* This LUBF record is one of the cited 3,384 NSNs have an O/H AA that does not have an RO established (704). *The CSSE should either eliminate the excess 6 items (RO – O/H = -6) or the CSSE the RO should =6.*

* The above records are 3 of the 10 records that were sited in the Balance Analysis Report that do appear on the LUBF. The first two records are 2 of the 9 items that are O/H AA, while the last record is one of the 10 records with a due and a B/O. Curious, the difference between the quantity due is 2 while the B/O is 1. *Could this be the dollar value difference between the dues and B/Os?*

(7) DASF / DCF Review. At this point in the management process we must drill down into the DASF / DCF to determine the status of our dues and B/Os. This situation reemphasizes the interface between the two files (LUBF / Retail "A" with the DASF / DCF)!

(a) The following SAC 3 LUBF is provided again:

```
PRIME FSN     AAC FRC   RECORD FSN   UI OH OPSTK DUE OPSTK MS RO  MS ROP   RO    ROP   BO QTY OH PROV DUE PROV
 OH UNSERV UNIT PRICE SAC  LTD R-CD  FRZC  FRZD NREC  DREC SSC  OP  MGMT  NSI  CIC PHRA MIC ANAL  30 DAY EX DATE REC CD  PSC ROIND
2420011602754  M20199   2420011602754  EA 0000000  0000002 00000  00000  0000000  0000000  0000001 0000000  0000000
  0000000     69583.00  3  0237 2FC0     0000 000  00000  D             A            0000000  0000        U
```

(b) The associated DASF records are provided:

```
DOCUMENT NO.    PFSN        RU/ERO PC UI BOQTY DUEIN REC-D PRI  U/P   SAC    PROJ CODE     SIGNAL  ADV  RFSN
   DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN      M DATE DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN   M DATE

M201999327Z001 2420011602754  M00274  C EA 00000 00001 00000 13 0069583.00 3                    2420011602754
  Z2M     00001 EA     9334  0000  2420011602754        ZC1     00001 EA     9356  0000  2420011602754

M201999335H001 2420011602754  M00274  C EA 00001 00001 00000 13 0069583.00 3                    2420011602754
  Z2M     00001 EA     9336  0000  2420011602754
```

* Z2Ms have loaded dues and B/O's to the DASF, which have loaded the same NSN records to the LUBF.

- The second record is simple to fix: if applicable, *receipt for the item and ensure the NSN is picked up PC "C", otherwise it will post as O/H AA onto the LUBF.*

- The 1st record is more interesting. A ZC1 was inducted to cancel the Z2M. However, it appears that a ZC1/B was inducted, and only the B/O was cancelled, thus leaving the Due In remaining as an active record on the DASF, and then the LUBF. This record identifies one of the differences between the dollar value associated with the SAC 3 dues and B/O's. In this case, if the cancellation is legitimate, then the CSSE needs to *induct a ZC1/D to delete the due which will close out the DASF and LUBF records.*

(c) While we are looking at the DASF, lets look at a couple of additional records to determine the disposition of our LUBF NSNs. The following DASF record is provided:

```
DOCUMENT NO.    PFSN        RU/ERO PC UI BOQTY DUEIN REC-D PRI  U/P     SAC     PROJ CODE     SIGNAL  ADV  RFSN
  DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN      M DATE DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN      M DATE

M2019901825000 1005009277273          A EA 00000 00001  00000  02 0000010.37 1                          A          1005009277273
  ZBR     00001 EA     0182  0000 1005009277273          AE1 ML1   00001 EA BA   0192   0000 1005009277273
  AS1 ML1   00001 EA     0195   0195   LDC24984      9 195  AS2 ML1   00001 EA     0195   0195   LDC24984       195
```

- In the above DASF record, a ZBR (buy) transaction was inducted on JD 0182. On 1 Jul 00, the MSSG established a requirement of 1 widget, but the B/O is 0. For block buys, items that the MSSG desires to place in the block, a ZBR transaction establishes only a Due record and not a B/O record (there is no customer (yet) for this NSN).

- However, this NSN was ordered as a Priority 2 item (F/AD II). So, either the MSSG was at E-90 or closer to deployment, or the MSSG was actually deployed at this date.

- The SMU (ML1) pulled the part off the shelf (BA) on JD 0192, which is 11 Jul 00.

- The part was shipped by the SMU (AS1 ML1) on JD 0195, which is 14 Jul 00.

- This DASF is dated 13 Oct 00 (JD 0286)

- Recommended COAs:

  - Check the POD file to see if the MSSG received or issued the part to a customer.

  - Check the block to see if it was received at some point in the deployment.
  - If the item is still unaccounted for, run the items as a lost shipment. Receipt (D6T) to clear the DASF record, and then induct a D9L to drop the NSN from the LUBF. Note: the item is only $10.37, and will hit the MVGL when it is produced.

(d) The following DASF record is provided:

```
DOCUMENT NO.    PFSN        RU/ERO PC UI BOQTY DUEIN REC-D PRI  U/P     SAC     PROJ CODE     SIGNAL  ADV  RFSN
  DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN      M DATE DIC RIC SUF QTY  UI STAT DTSTAT DTSHIP DOC/TCN/FSN      M DATE

M2019902367009 1005011643558  RA724  A EA 00001 00001  00000  05 0000036.43 1                          A    2A  1005011643558
  Z0A     00001 EA     0237  0000 1005011643558          AE1 ML1   00001 EA BMMPB 0238   0000 1005011643558
  AE1 MPB   00001 EA BB   0241   0245 1005011643558          AE1 MPB   00001 EA BA   0242   0241 1005011643558
  AS1 MPB   00001 EA     0251   0243 M2019902367009XXX H
```

- Within this DASF record, a Z0A was established on JD 0237. On 25 Aug 00, the MSSG established a requirement for 1 widget, establishing a Due and B/O for this document.

The associated ERO is RA724. Therefore, this is a customer requirement, not a part for the Class IX block.

- Again this item was ordered in a F/AD II status (priority 5). Again, the MSSG is either at E-90 or closer to deployment, or the MSSG was actually deployed. However, if the MSSG was deployed a Z01 transaction should have been used. Therefore, the MSSG was CONUS when it inducted the transaction.

- The SMU passed the requisition to Albany (MPB), and MPB gave it back order status (BB) on JD 0241, which is 29 Aug 00.

- MPB then pulled the part off the shelf (BA) on JD 0242, which is 30 Aug 00.

- The part was shipped by MPB (AS1 MPB) on JD 0251, which is 8 Sep 00.

- The associated transportation control number (TCN) is: M20199-2367-7009 XXX H.

- TCN's commonly carry the original document numbers data, followed by XXX and the mode of shipment.

- Mode of shipment is "H": Air, Parcel Post. [If the unit was on float, they would expect to receive the part through the mail system, and the part would be delivered to the ship (per the mailing address) in mail bags.]

- Recommended COAs:

  - Check the POD file to see if the MSSG received or issued the part to a customer.

  - Check the block to see if it was erroneously placed into the block.

  - Check to see if the part may be in the sustainment pipeline; expeditor?

  - If the item is still unaccounted for, run the items as a lost shipment.

6. SOURCING PROCESS. Once the commander has determined the requirements, the sourcing process begins. The sustainment requirement is filled from what is available in the organization and what the supporting agencies have available. The following steps apply:

a. Source from organic assets. The MAGTF commander must look first to the unit's own assets to satisfy the total requirement before turning to external sources.

b. Source from MARFOR assets. The MAGTF commander identifies all unsourced requirements to the MARFOR Commander. The MARFOR commander will in turn attempt to

source these items from assets held in their organization. The information will then be sent via separate classified message to Albany, GA so that subsequent sourcing actions may begin for those items not filled. The assets that are available from In-force assets are Classes I, II (all subclasses), III, IV, V (A and W), VII, VIII, and IX.

c. Source From MARCORLOGBASES Assets. If the logistic bases do not physically have the stocks on hand they request information from the IMMs. If the material is not stocked in any DLA storage facility the requirement is passed to external logistic agencies for sourcing.

7. SUPPLY SUPPORT FOR AMPHIBIOUS OPERATIONS.

a. General. Supply support during an amphibious operation involves the process of supplying and resupplying the Assault Echelon (AE) and Assault Follow-on Echelons (AFOEs) as the transition from ship to shore occurs. Landing Force (LF) supplies are the supplies and equipment in these echelons of an Amphibious Task Force (ATF). These supplies are made organic to the MAGTF during predeployment planning. **Refer to MCWP 4-11, pgs. 5-1 to 5-3, & MCWP 4-11.7 / 4-6 pgs. 6-1 to 6-3.**

b. Landing Force Supplies. The landing force supplies include:

(1) Basic Load. Types and quantities of supplies that the commander directs the unit or individual to carry for a specific operation. The amount is expressed as Days of Supply (DOS) or Days of Ammunition (DOA).

(2) Prepositioned Emergency Supplies. The commander uses these supplies for replenishment early in the ship to shore movement. This category is broken down into:

(a) Floating Dumps. Consist of prepackaged class I, III, V, and VIII supplies. The primary control officer will dispatch these dumps to the beach in response to requests from forces ashore. These dumps are dissolved once there are enough supplies ashore to meet critical needs.

(b) Prestaged Helicopter Lifted Supplies. The commander uses these supplies primarily in support of helicopter borne units, but can use them to support surface assault units, if required.

(3) Remaining Supplies. Constitutes the major portion of the supplies transported to the Amphibious Objective Area (AOA). The CSSE unloads the bulk of the remaining supplies during the general off load.

(4) Resupply. Includes such sources as host nation and interservice support, supplies aboard other ships or aircraft in an on call basis, and CONUS / Theater based supplies.

(a) The following sources of supply should be considered during MAGTF deployments, **refer to MCWP 4-11.7 / 4-6, pgs. 4-1 & 4-2, & MCWP 4-12, chapter 2, 3 &4**:

- **Interservice Support**

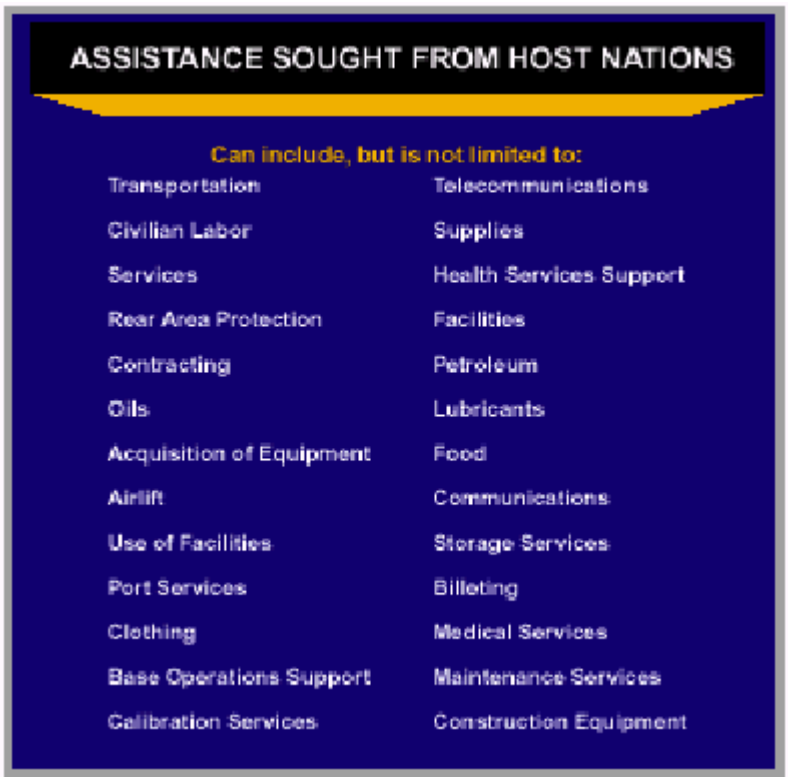
  - US Army, US Navy, & USAF

  - Interservice Support Agreements (ISSAs) & Memorandums of Agreement / Understanding (MOA/U)

  - Dominant User: that service that is the primary user for a particular class of supply or service (Ex. Bulk fuel; if a US Army unit has the largest foot print in an AO, and then they have the greatest requirement for fuel, then this US Army unit may be tasked by higher headquarters to provide fuel to all the services).

  - Common Item Support: in many cases, the Marine Corps and the Army have like equipment. (Ex. Both services use the HMMWV. In this case, the services could turn to one another for parts support if the other service was NIS for a particular item).

- **Host Nation Support** (HNS): it is common for MAGTFs while deployed to tap into the resources that a country within the AO may have. (Ex. During MEU deployments, it is common for the MEU to contract Port-a-jon support, vehicular support for line-hauls, "A" rations to augment the feed plan, dumpster/trash removal, etc…) Host Nation Support (HNS) can augment the CSS support plan to either increase the quality of life, or retain stocks on ship (stocks for a later operation & lowers the level of effort for the current operation). **Refer to MCWP 4-11. pg. 4-12, & MCWP 4-12, chapter 4.**



- **NATO / Coalition Support**. This type of support will most likely the most difficult to coordinate. There are numerous Rules of Engagement (ROE) concerning cross-country support. Higher headquarters "red tape", and the language & cultural barriers are the largest obstacles to overcome. In most cases, due to the United States substantial resources and "deep pockets", US forces are generally providing the CSS support to many of the associated nations during these types of operations.

- **MPF: MEU Slice**. During Maritime Prepositioned Force (MPF) operations, it is common for an operation to task a MAGTF to transport Marines to an AO to offload and merry up with equipment on an MPF ship. Normally a MEU slice, or a MEUs worth of gear will be offloaded and provided to a MEUs worth of personnel to operate and sustain the equipment.

c. Ground Supply Operations. The off loading process takes place after the objective has been secured. The establishment of supplies ashore allows for a faster response time to the customers request. This transition is gradual; as combat forces move inland, more CSS capabilities are established ashore.

(1) Tactical Logistical Group (TACLOG). Monitors scheduled unloading and helps the Navy control organization with movement during scheduled waves, on-call waves, and non-scheduled landings. The need for critical items that are not ashore is handled though TACLOG. TACLOG will coordinate the sourcing and delivery of these critical supplies.

(2) Landing Force Support Party (LFSP). It is comprised primarily from Marines within the LS detachment of the CSSE, that land with the assault elements. The LFSP coordinates actions at the landing beaches, and they establish the Beach Support Area (BSA) with dumps for essential classes of supply.

(3) Landing Zone (LZ) Buildup. When the mission calls for CSS buildup in the LZ, the landing support company provides the basis for the Helicopter Support Team (HST).

(4) Shore Party Group Landing. Establishes supply dumps inland and selectively controls unloading of supplies limited the effort to high priority items. These personnel then distribute supplies directly to the consumer using the fastest available means.

(5) Requesting Supplies. Assault units submit requests for supplies to either the shore party group or HSTs. These requests are then relayed through the TACLOG or HST via CSS request nets.

(6) Supply Distribution. Distribution of items to the user is accomplished by the shore party team or by helicopter from the ship or shore.

(7) Unscheduled Supplies Movement. The movement of unscheduled supplies ashore is based on the priority of the item needed and scheduled movement of other supplies.

8. SUPPLY SUPPORT ASHORE.

a. General. Once supply support is transferred ashore, there must be an established process for the flow of supplies from the appropriate source to the consumer. The beginning of the supply flow is when consumers submit requisitions. The customer must also order the correct quantity to prevent excess of on hand supplies, which hinders the mobility of the unit.

b. Flow of supplies. Direct shipment or throughput to the customer is the preferred method of delivery because this bypasses intermediate installations, which may reduce handling and response time. Throughput is a function of the distribution system. It is a measure of the amount of materiel passing through a processing point within a specified period of time. The distribution system is the pipeline through which supplies and services flow from the supporting command to the supported command. Direct shipments also reduce OST, and therefore Logistic Response Times (LRT) decrease, increasing the MAGTF readiness with this exchange of time. **Refer to MCWP 4-1, pg 4-5.**

c. Stock Control. To aid in stock control, supply uses RO and ROPs. This is critical for transportation and continued responsive support of combat operations.

d. Replenishment Systems. **Refer to MCWP 4-11, pg. 3-7, & MCWP 4-11.7 / 4-6, pgs 7-2 & 7-3..**

(1) Pull System. Requires the customer to submit a requisition for the required supplies. This system only provides what the unit determines it needs. This type of support puts the CSSE in a "reactive" mode to the MAGTF.

(2) Push System. Supplies are "pushed" / delivered to the customer based on pre-planned types of supplies, quantities and the delivery schedule. Push systems require extensive planning by all members of the MAGTF. This type of support puts the CSSE in a "proactive" mode to the MAGTF.

(3) Combination. The MAGTF commander should specify the most appropriate replenishment system, which is often a combination of the two methods. The decision should be based on the tactical situation, available resources, and the recommendations of the CSSE commander.

e. Distribution Methods. There are two distribution methods used during deployment operations. These are supply point distribution and unit distribution. **Refer to MCWP 4-11, pgs. 3-6 & 3-7.**

(1) Supply point distribution. Supplies are issued to the consumer at established supply issue point. The configuration of the supply point will be determined by the terrain.

(2) Unit distribution. The CSSE delivers supplies to the consumer using CSSE transportation. These supplies are normally pre-packaged and pre-determined. The receiving unit is then responsible for it's own internal distribution.

(3) Combination. The MAGTF commander will determine the distribution method that will be used by the organization. The possibility of restricting a unit with limited transportation assets, the class of supply, and units engaged with the enemy (permissive / non-permissive) environment are all considered when determining the distribution method.

f. Resupply Methods. **Refer to MCWP 4-11 pgs. 5-7 to 5-10.**

(1) Service Station. Resupply areas are designed as a series of resupply points. Traffic flow through this area is one way to enhance efficiency. Vehicles will rearm and refuel while rotating to each point. Once all vehicles have completed resupply, the vehicles move to their convoy position of good cover and concealment before continuing the operation.

(2) Tailgate Issue. This method is usually conducted in an assembly area only. This places logistic vehicles at greater risk.

10. SUSTAINMENT PIPELINE.

a. CONUS / OCONUS Sustainment Pipelines. The enclosed slide depicts the sustainment pipelines from CONUS to OCONUS. For II MEF MAGTFs (MEUs), sustainment (supplies, equipment & personnel) are routed through both the Aerial and Sea Ports of Embarkation (APOE & SPOE) at Norfolk, VA. The Navy also uses these sustainment channels. In fact, it is the Navy who generally establishes and works these channels. East coast MEU's pipeline is extended to the Mediterranean AO, where they commonly operate during deployments.

(1) High priority requirements are funneled through the APOE, and placed on scheduled AMC flights destined for Europe debarkation logistic nodes. For aerial deliveries, weight, cube and hazardous materials are significant considerations prior to any movement. Deliveries via air transportation usually range from 8 – 14 days (OST).

(2) Low priority requirements (less personnel) are funneled through the SPOE, and placed aboard naval and commercial vessels destined for Europe. Deliveries via surface transportation usually range from 30 – 90 days. Supply Chain managers must be aware of these time frames if supplies are place on backorder with less than 02 priority.

(3) Both aerial and surface shipments arrive at there respective Aerial and Sea Ports of Debarkation (APOD & SPOD) in either NAS, Rota, Spain or NAS, Sigonella Sicily. While the MEU is deployed in the western portion of the Mediterranean Sea, Rota will be the APOD / SPOD. And while the MEU operates in the eastern portion of the Mediterranean Sea, Sigonella will be the APOD / SPOD for the MEU. Therefore, some of the scheduled flights will reach Sigonella via Rota, while others will be direct flights.

(4) Additionally, the MEU will place a supply Marine from the MSSG into Sigonella for the 6 month deployment to act as an Expeditor. This Marine plays a key role in ensuring Personnel (PAX), Cargo and Material (PCM) are routed expeditiously to the MEU. The ACE will dispatch a Marine to act as their expeditor for aviation specific supplies, while the Amphibious Carrier "Big Deck" will also have an expeditor for Navy specific supplies. This team of three will work together to expedite PCMs out the ARG / MEU.

(a) If the MEU is within helicopter ranges (legs), the HC-4 detachment located at Sigonella will perform Resupply At Sea (RAS) operations. The MEU will also dispatch helicopters to make PCM flights as well.

(b) Those items that went by surface, were lower priority, or could not fit or weigh out a helicopter will be forwarded to the MEU via Naval supply ships (USNS designations). USNS ships follow in trace of the ARG and the Carrier Battle Group (CVBG) and provide the bulk of the group's heavy RAS.

(c) For those times when the MEU / ARG is to distant for helicopter "drive-by resupplies", the MEUs expeditor will forward supplies on the next available air frames to the MEU next exercise and / or liberty port. This flight support program is known as "FISDU", or Flights ISO Deployed Units.

b. I MEF Pipeline. On the other hand, I MEF initially provides support to their MAGTFs (MEUs) from the west coast to sequential ports of opportunity in the Pacific. However, once the MEU extends its pipeline, and arrives on station in the Persian Gulf, their sustainment pipeline turns back onto itself, and is extend across the United States to Norfolk. At this point in time, the west coast MEU's supplies are funneled through the same pipeline that the east coast MEU's use.

(1) The one notable difference is that their sustainment pipeline must be extended to their theater of operations, the Persian Gulf. Some direct flights arrive in this region from CONUS, but the remainder makes stops from both Rota and Sigonella, or some other POE in Europe.

(2) The west coast MEUs / ARG's set their expeditors into the Administration Support Unit (ASU), Manama, Bahrain. In this case, these expeditors perform the same functions as their counterparts in the east coast MEUs / ARGs.

c. Sustainment pipelines in reverse. Marines within the MEU are constantly returning to CONUS for emergency leave, they are traveling TAD to and from CONUS and within

theater, and on rare occasions they are sent home due to severe sickness or injury. SecRep carcasses are also sent back through this channel, as required.

d. Transportation Account Codes (TAC) addresses. Equipment and supplies reach their respective designations via the Transportation Account Codes (TAC) addresses assigned to each unit (e.g. AAC / RUC).

(1) The TAC 1 address is the postal address for the command and their particular ship. Parts and supplies small enough and light enough will normally come through the mail system, right along with official and personal mail. The MSE supply sections can expect to receipt vast quantities of supplies in this manner, and should make each and every "mail call" on ship. This address is normally modified to the deployed address approximately 30 days before deployment, and then changed back to the MSE's garrison address approximately 20 – 30 days before the MEU's return to CONUS.

(2) The TAC 2 address is the freight address for the bulkier items. Again, this address is related to the particular ship that the supply section desires to receipt for those supplies. At times, the CSSE supply section will receive these supplies during a RAS, and in many occasions they will be received pier side during an exercise or liberty port visit. Again, the MSE supply sections should ensure they are on sight for each of these deliveries. This address is normally modified to the deployed address approximately 30 days before deployment, and then changed back to the MSE's garrison address approximately 20 – 30 days before the MEU's return to CONUS.

(3) The TAC 3 address is the financial address for any deliveries of financial information / bills to Defense Finance and Accounting Service (DFAS). This address should not be changed while in garrison or deployed.

TAC 1: **COMMANDING OFFICER**
BLT 2/6 (ATTN: SUPO M12120)
UNIT 72191
FPO AE 09502-8851

TAC 2: **CO BLT 2/6 (ATTN: SUPO M12120)**
NAS SIGONELLA (BLDG 452)
MF: USMC BEACH DET
GELA SIGONELLA SICILY

TAC 3: **DFAS**
KCC CODE ALO
STREET ADDRESS

(4) This information is also transmitted to NAVTRANS to update the Cargo Routing Information File (CRIF) database. This is a master database that lists each of the Navy's ships and unit locations. The CRIF needs to be updated just as the Direct Air Support Center for the routing of supplies to your destination.

e. World-Wide Express (WWX/WWXII). Recently WWX/WWX II became a reality for Marine units deployed. WWX/WWX II was established to augment the Air Mobility Command (AMC) airframes that were being retired. Federal Express (FEDEX) and Dalsey, Hilblom, & Lynn (DHL) Worldwide Express have been given responsibility for the European theater of operations, while FEDEX and United Parcel Service (UPS) have been given responsibility for Africa / SWA theaters of operation. In either theater, IMMs and the SMU can forward supplies (less than 150 lbs, each) door to door, passing through customs, and provide real-time In-Transit Visibility (ITV) in less time than our fastest shipments can be delivered via AMC. This ITV is available via the respective carrier web site and the shipment number, and the associated Transportation Control Number (TCN) is fed into the military's Global Transportation Network (GTN) for similar ITV. If OST continues to drop, the on hand stocks "Iron Mountains" that our MAGTF's currently deploy with could be reduced in kind.

f. Bottom line***: the sustainment pipeline, as part of the overall supply chain, is the lifeline for both the MEU and the ARG.***

g. Split-ARG Operations. Are those operations that force the ships of the ARG, and therefore the MEU, to operate separately for extended periods of time. Operating in a split-ARG configuration severely stretches the combat power and its sustainment.

(1) Personnel, equipment and supplies have to be "cross-decked" from one ship to another in an effort to accommodate the immediate exercise and real world requirements.

(2) Another key factor to manage is the sustainment pipeline. If the ARG is operating in two different theaters, then additional legs have to be added to existing network, or new legs have to incorporated. Both the Navy and Marine Corps teams need to coordinate their joint pipeline to ensure retain some level of responsiveness, and to ensure manpower (expeditor) issues are clarified.

(3) The sustainment pipeline supports III MEF and its forward deployed units in a similar fashion. Generally, most deliveries are made directly from the west coast of the United States to Okinawa (Naha port and airfield facilities). For units operating in Korea for any length of time, the CSSE will normally establish an expeditor to facilitate the movement of parts and supplies to the supported units. Other units operating within the Pacific Rim could establish Expeditor sites in Australia or Singapore, for example. The length of the operation normally dictates if B/O's would be handled on a "fill or kill" basis.

h. Layout of the battlefield. The above process continues to work for the entire MAGTF (MEU). Locations of supported units, level of hostilities, locations of the logistics trains and other CSS elements, and the communication pipes will directly affect procedures for any given deployment. The above procedures, in conjunction with the CSSOC and TACLOG functionalities, will produce responsive across the CSS spectrum.

i. Supply Support Cycle. Having established a sound and responsive sustainment pipeline, the next challenge is to map the supply support processes.

(1) Request Process. The request process or procedures is fairly simple. If we use the "broken HMMWV" analogy: BLT 2/7 has recently landed in country (Korea), and they are experiencing problems with a HMMWV.

(2) The BLT dispatched a two MT mechanics to the site. The HMMWV is in fact "broken" and is now reported combat dead lined for the infamous widget. This requirement is forwarded to the BLT's supply section. The supply section performs their appropriate T&R, inducted the requisition, ran a daily cycle, and produced a courier diskette with the widget document.

(3) CSSD-34 accepts the diskette either by courier (a Marine) or via e-mail. The MSSG immediately processes the requisition against their class IX block. In this case, the infamous widget is Not in Stock (NIS). The MSSG then forwards, via e-mail, the BLT's document to the SMU to fill. The MSSG will then forward a naval message to the FSSG/ SMU /DSU citing the 02-priority document for the widget.

i. Deployed Support Unit (DSU) Support. In detail, this slide provides a big picture of how the DSU will provide support to the MEF forward deployed MEU's. These procedures are similar for each of the MEUs, and other deployed MAGTF.

(1) The DSU will receive this 02 priority document, and performs a stock check / walk-thru for the part. Unfortunately, the SMU is NIS as well for the widget. DSU then inducts the documents on this courier diskette into that night's daily cycle, and the requisition is passed to the SOS, via the Defense Automated Address System (DAAS). Generally, the DSU will reply via e-mail and naval message as to the status of this requisition.

(2) The resultant DGA from the 4-card / Z01 will reserve / obligate RA funds against the BLT's SABRS records.

(3) Shipment Process. That next day, the IMM processes the document for immediate shipment. Per the TAC 1 address (an alternate version for a TAC 1 address), the part will be shipped to:

USS Navy Ship (VXXXX)
CO BLT 2/7, 37th MEU
MF: SupO, BLT 2/7
FPO AP 09534-1662

(a) This part is sent via AMC (WWX was not available to ship to Korea). This part will then arrive at Pohang, South Korea, where the ARG and MEU have placed their expeditors. The expeditors will expeditiously forward this part to BLT 2/7.

(b) The SupO for BLT 2/7 will then receipt for the part, and forward the widget to the MT mechanic to "hang onto" the HMMWV.

(c) The resultant DG6 from the 8-card / D6T/1 will expend / liquidate the associate RA funds.

j. Resupply at Sea. While underway, the ARG will conduct numerous Resupply At Sea (RAS) operations. Some of the "hits" come directly from the helicopter support coordinated by your expeditor out to the ships, the ACE helicopters making runs to the expeditor's location, or by the supply ships and their fleet of helicopters or via a direct hook up.

REFERENCES:

MCWP 4-1
MCWP 4-11
MCWP 4-11.7 / 4-6
MCWP 4-12
MCRP 4-11.8
MCRP4-11.8A
MCRP 5-2a / 5-12a
FMFM 4-1
FM 101-5
UM 4400-123
UM 4400-124